

~~CONFIDENTIAL~~

108

RECEIVED IN

AUG 10 1964

LIAISON *woch*

OCI No. 1619/64

CENTRAL INTELLIGENCE AGENCY
Office of Current Intelligence
7 August 1964

CURRENT INTELLIGENCE MEMORANDUM

SUBJECT: OAU Boycott Action Against South Africa

1. The "provisional" text of the resolution against South Africa adopted at the recent summit meeting in Cairo of the Organization of African Unity (OAU) was released "for use of the press services only" on 3 August. The OAU secretariat in Addis Ababa has indicated that no changes of substance are anticipated in the definitive text.

2. The resolution, which endorsed a recommendation adopted by the African foreign ministers at their Lagos meeting last February, states that the OAU "decides to take the necessary steps to refuse any airplane or ship or other means of communication to and from South Africa the right to overfly OAU states or use their ports or other facilities." Before the precise terms of the resolution became known, a source in the secretariat had specifically mentioned Pan American World Airways as being affected.

3. Last week the British seemed convinced that the Cairo resolution also included a call for a boycott of all firms doing business with South Africa, and that the over-all recommendation applied to Portugal as well. Although the released provisional texts are not yet available in their entirety, they apparently do not contain those aspects. However, they do include a call for an oil boycott by producing states and an appeal to "major commercial partners to discontinue encouragement of apartheid by investments and commercial relations with South Africa."

~~CONFIDENTIAL~~

100-35816-6

4. Early implementation of the new boycott provisions by any significant number of OAU states seems unlikely. Neither the atmosphere nor the known proceedings at Cairo suggests that the conference generated any special steam for early enforcement of any drastic measures against third parties. Rather, the OAU members appear to have conceded themselves wide latitude on implementation. President Massamba-Debat of the leftist-inclined Congo (Brazzaville) regime acknowledged as much when he publicly stated on 26 July that it would be up to each country to decide for itself how far to put the boycott resolutions into effect in practice. At least the great majority of the frail new African states can probably be expected to move only slowly and with close regard for effects on their own interests. This has proved to be the case with earlier African resolutions calling for a boycott of direct trade between African countries and South Africa.

5. So far there are no reports from any African capitals, including those like Accra and Conakry where radical regimes are entrenched in power, which suggest that implementing action is imminent. Nevertheless, the resolution would establish a commitment in principle useful to radical elements promoting such action. In this connection, the new bureau in the OAU secretariat to coordinate measures against South Africa may in time develop into an instrument for pressuring reluctant states.

6. If attempts are made to implement the resolution, the black African states probably would suffer more than South Africa. Shipping lines, if forced to choose, might prefer to stop putting in along the coast farther north rather than give up the lucrative South African trade. South Africa's own airline now flies via Portugal's Cape Verde Islands. Other lines serving the Republic do overfly the continent, however; they would thus be vulnerable to a secondary boycott, although airports such as Nairobi could ill afford to lose the revenue derived from South Africa - bound flights. These lines might conceivably be barred even from the African sections of those routes which do not include South African stops. (See Annex)

~~CONFIDENTIAL~~

7. There are three US companies which might be affected by a secondary air and shipping boycott. Pan Am flies to Johannesburg via West Africa; Farrell Lines serves West Africa, South Africa, and Mozambique; and Lykes Lines calls in South and East African ports. Farrell, however, is already operating its western and southern African services as separate entities, with no ship calling in both areas. (Map)

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

ANNEX

OTHER AFRICAN ROUTES FLOWN BY
AIRLINES SERVING SOUTH AFRICA

<u>Airline</u>	<u>Other Country Stops</u>
BOAC	- Libya, Northern Rhodesia, Tanganyika
Alitalia	- Tunisia, Libya, Sudan, Ethiopia, Somalia, Nigeria, Ghana, Senegal
KLM	- Tunisia, Libya, Ghana, Ivory Coast, Liberia, Guinea
Lufthansa	- Senegal, Libya, UAR, Sudan
Pan Am	- Morocco, Guinea
SAS	- Liberia
Sabena	- Nigeria, Uganda, Morocco
UTA	- Libya, Chad, Central African Republic, Nigeria, Gabon, Cameroon, Liberia

~~CONFIDENTIAL~~

SERVICE TO SOUTH AFRICA BY MAJOR INTERNATIONAL AIRLINES

Central African Airways London	British Overseas Airways Corp. London	South African Airways Europe	Union de Transports Aeriens Paris	Lufthansa Frankfurt	KLM Amsterdam	Sabena Brussels	Alitalia Rome	Scandinavian Airlines System Europe	El Al Israeli Airlines Tel Aviv
CE	BOAC	SA	UT	LH	KL	SN	AZ	SK	LY

